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SOURCE Automobil'naya Promyshlennost', No 3, 1949.

The Ul'yankovsk Automobile Plant, in cooperation with the Gor'kiy Automobile Plant, has started mass production of the GAZ-AA automobile. The Odessa Plant has started to produce GAZ-93 2-ton dump trucks. The Dnepropetrovsk Plant has perfected the production of 3-ton automobile cranes mounted on the ZIS-5 automobile chassis.

The work in related plants, particularly those manufacturing bearings, was improved, and the number of bearings produced in 1948 increased considerably over 1947 and prewar years. There was an increase in the production of large and precision bearings of Class A and B.

The Scientific Research Automobile and Engine Institute (NAMI) built models of 2- and 3.5-ton compressed gas cars, 0.5- and 1.5-ton electromobiles and 6-ton steam trucks. Soviet steam trucks, in contrast to foreign models which use blocks of briquets, operate on firewood. This type of automobile is particularly useful in logging. Thanks to the excellent load distribution, the same dimensions are maintained as in ordinary trucks.

Designers of the Altay and Stalingrad Plants designed and built models of a new Diesel tractor of the SKhTZ-NATI type.

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Bearing plants in 1947 and 1948 introduced 547 new-type complex bearings having diameters from 500 to 700 millimeters. In 1948, the bearing industry produced more than 1,500 different types of bearings, from large-size bearings for rolling mills to the very small and highly precise bearings for instrument making.

At automobile, tractor and bearing plants, a number of automatic conveyor-belt lines for machining the more labor-consuming parts have been set up and put into operation. All equipment for these lines is manufactured at Soviet machine-tool building and auto-tractor plants.

Among the new technological processes are chill casting of aluminum alloys, pressure casting, electric contact heating of parts prior to stamping, tempering by high-frequency currents, gas carburization, high-speed cyaniding, tempering parts with a blast of metal shot, and cold dressing of tools. In 1948, more than 1,200 machine tools were converted to high-speed methods of cutting. A new technique made it possible to decrease labor consumption in machining parts and increase productive capacity more than 20 percent in comparison with 1947.

The majority of plants of the Ministry of the Automobile and Tractor Industry rejected a subsidy in 1948 and entered into profitable operation.

One of the plans for 1949 is the boosting in every way possible of the construction of new automobile plants. The tractor industry must, in 1948 /sig/, bring the Kha'-kov and Stalingrad Plants into the production of Diesel tractors with Diesel engines.

The bearing industry must develop durable bearings and must increase the number of types of bearings, particularly of large-size and precision types.

The deficiencies of the Pobeda automobile, the KD-35 tractor, the Kiyevlianin motorcycle, bicycles and bearings of various types show that the designers, technologists and technical control workers in a number of plants are not paying sufficient attention to the quality of manufacture and finish of products. In particular, the designers must incorporate results of tests obtained under operating conditions into new designs.

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